

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

CD NO.

COUNTRY USSR (Estonian SSR)

SUBJECT Parmu Military Airfield

PLACE
ACQUIRED

DATE OF
INFO.

DATE DISTR. 18 DEC 50

NO. OF PAGES 2

NO. OF ENCLS. 1
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

50X1-HUM

THIS IS UNEVALUATED INFORMATION

Location: A military airfield is located approximately one to two kilometers north of the Parmu (58-25N, 24-29E) city limits. A road soon to be converted into a concrete highway, woods, and an overgrowth of brush flank the airfield on the north and west. The Parmu-Lavassaare (58-31N, 24-20E) narrow gauge railroad spur line, about 20 km long, which was built to work a large peat-bog, extends diagonally across the airfield. [] the size of the airfield to be at least eight square kilometers. 50X


2. Origin: [] the airfield was an installation dating back 50X1 to the time of the German occupation, and is one which, after the removal of all destruction, has been improved by the Soviets for greater efficiency. During 1946 PWs were utilized in filling in bomb-craters and leveling the whole area. The runway, approximately 200 meters wide and two km long, was widened and concreted. Larger areas have been laid out for concreting. []

3. Technical equipment: The airfield is equipped with three or four searchlight batteries and a few anti-aircraft batteries. The searchlights are principally used to control the very active night flying maneuvers. The electric power necessary for searchlight operation and illumination of the airfield was generated locally at the field. The airfield is equipped with several mobile radio stations which make contact with small signal communication emplacements scattered about the airfield. Workshops and technical equipment for repairs are in poor condition. [redacted] machinery which was no longer able to be used was loaded on trucks and probably taken to Tallinn (59-26N, 24-45E) for repairs. New machinery arrived in Parnu by rail and was transported to the airfield by truck.

4. Training: For training purposes there were 30 "Crows" (sic)-an old type Soviet biplane, 90 Messerschmitts, and about 15 Junkers stationed on the field. A few seaplanes (type not stated) were also present. As of September 1947, practice flights were taking place daily. Night and bad weather flying took place, suggesting possible training in instrument flying. Target practice was conducted with towed-sleeve targets. Parachute-jump training was also observed, with men jumping in groups of 10 to 15 from low altitudes. [redacted] no jet or new plane types at the airfield.

Quarters: During 1947 enlisted personnel were quartered in approximately 20

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Document No. 009
No Change In Class. ☒
☐ Declared
Class. Chg. To: TS S 
Auth.: HQ TS-2
Date: JUN 26 1964

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tents on the northwest corner of the airfield. These tents held as many as 400 men. Scattered about the field were concrete emplacements which were also occupied by enlisted personnel. Newly constructed officer quarters are located across the highway on the northern side of the field. [REDACTED] 50X1-HUM

Security: The area of the airfield is not enclosed; however, guards patrol the entire perimeter to prevent unauthorized entry.

[REDACTED] Comment: [REDACTED]

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Although this material is outdated it does have confirmatory value and contains some information not previously reported.

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